First Avenue Complete Street Extension Community Board 8

Commissioner Janette Sadik-Khan, New York City Department of Transportation
September 7, 2011
• Summary of 2010 & 2011 Implementation
• Traffic, Bicycle and Pedestrian Data
• Future Implementation CB8
2010 & 2011 Implementation

- Limits: 2010 - Houston St to E 34th St, 2011 - E 34th St to E 57th St (on-going)
- Significant expansion of protected bicycle paths
- Installed over 45 pedestrian safety islands
Traffic Data

First Avenue Traffic Volumes - PM Peak Hour (5:30p to 6:30p)

- BIKE FACILITIES INSTALLED 2010

Very minor changes in traffic volumes through project area after travel lane reductions
- First Avenue – Travel lanes reduced from 5 lanes to 3 lanes within project area

Before data conducted June 9-15, 2009 After data conducted April 4-10, 2011
Traffic Data

First Avenue - Taxi Speeds

Travel times remained level through project area after travel lane reductions

- First Avenue - Travel lanes reduced from 5 lanes to 3 lanes in project area
### Averaged Before & After Crash Analysis

<table>
<thead>
<tr>
<th></th>
<th>Before Period</th>
<th>After: 12/1/10 to 06/30/11</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Crashes</strong></td>
<td>925</td>
<td>277</td>
<td>-10.2%</td>
</tr>
<tr>
<td><strong>Crashes w/ Injury</strong></td>
<td>183</td>
<td>40</td>
<td>-34.4%</td>
</tr>
<tr>
<td><strong>Total Injuries</strong></td>
<td>208</td>
<td>44</td>
<td>-36.5%</td>
</tr>
</tbody>
</table>

- **Crashes** are down **10%**
- **Crashes that cause injuries** are down **34%**
- **Injuries to all street users** are down **37%**

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**Source:**
NYPD Accident Database (TAMS data)
*Before period: 12/01/07 to 06/30/08, 12/01/08 to 06/30/09, 12/01/09 to 06/30/10*
First Avenue
Between St Marks Pl and E 9th St
Cyclist Volumes - 12 Hour:7am-7pm, Weekdays

Notes:
Data from a single weekday count (06/29/10; 11/03/10; 12/09/10, 01/06/11, 02/15/10, 03/08/11, 04/21/11, 05/03/11, 06/07/11, 07/07/11)

<table>
<thead>
<tr>
<th>Year</th>
<th>Before</th>
<th>After</th>
<th>Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 2010</td>
<td>787</td>
<td>1,587</td>
<td>800</td>
<td>+102%</td>
</tr>
<tr>
<td>November 2010</td>
<td>2,007</td>
<td>2,512</td>
<td>505</td>
<td>+102%</td>
</tr>
<tr>
<td>December 2010</td>
<td>1,238</td>
<td>1,587</td>
<td>349</td>
<td>+102%</td>
</tr>
<tr>
<td>January 2011</td>
<td>1,044</td>
<td>1,587</td>
<td>543</td>
<td>+102%</td>
</tr>
<tr>
<td>February 2011</td>
<td>1,191</td>
<td>1,994</td>
<td>803</td>
<td>+102%</td>
</tr>
<tr>
<td>March 2011</td>
<td>1,441</td>
<td>1,941</td>
<td>500</td>
<td>+102%</td>
</tr>
<tr>
<td>April 2011</td>
<td>1,994</td>
<td>2,512</td>
<td>518</td>
<td>+102%</td>
</tr>
<tr>
<td>May 2011</td>
<td>1,587</td>
<td>2,167</td>
<td>580</td>
<td>+102%</td>
</tr>
<tr>
<td>June 2011</td>
<td>2,167</td>
<td>2,512</td>
<td>345</td>
<td>+102%</td>
</tr>
<tr>
<td>July 2011</td>
<td>2,512</td>
<td>2,512</td>
<td>0</td>
<td>+0%</td>
</tr>
</tbody>
</table>

April-July Average: 2,065 +162%
First & Second Ave Plan - CB8

First Ave: E 72nd St - E 96th St
- Swap existing buffered bike lane with parking lane
- Implementation schedule TBD

Second Ave: E 68th St - E 100th St
- Second Ave Subway: Bicycle paths to be implemented as part of roadway restoration

First Ave: E 60th St - E 72nd St
- Remove one travel lane for parking protected bicycle path
- Fall 2011 desired implementation

CONSTRUCTION:
- 2nd Avenue Subway E. 68th St to E. 100 St. Roadway Restoration Anticipated 2014/2015
- E. 59 St Water Shaft - 1 Ave to 3 Ave
- 1st Ave Water Main - E. 57 St to E. 61 St

Summer/Fall 2010: Bike paths installed below 34th Street
Summer 2011: Extended bike facilities to 57th Street
Design Treatments

- Mixing Zones - accommodate vehicle/bike turning conflict
- Pedestrian Islands - Shorten pedestrian crossings
- Total protection for cyclists mid-block
- No loss of loading zone space
Existing Conditions

First Avenue: Existing Conditions
E 60\textsuperscript{th} Street to E 72\textsuperscript{nd} Street

- Curbside parking lanes
- Five travel lanes
- Offset bus lane
- Gap in bike network (60\textsuperscript{th} St to 72\textsuperscript{nd} St)

**Peak Hour Vehicle Volume at 72\textsuperscript{nd} Street:**
- AM Peak: 2,298 (9:30a - 10:30a)
- PM Peak: 2,644 (5:45p-6:45p)

*Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11*
Protected Bicycle Path

First Avenue: Typical Design
E 60th Street to E 72nd Street

- Reduction of 1 travel lane: 60th St to 72nd St
- Four travel lanes
- Curbside bus lane

<table>
<thead>
<tr>
<th>Parking Spaces Repurposed for</th>
<th># of Parking Space Equivalents</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5) Turn Lanes/ Mixing Zones</td>
<td>40</td>
</tr>
<tr>
<td>(13) Pedestrian Islands</td>
<td>7</td>
</tr>
<tr>
<td>Total Spaces Repurposed</td>
<td>47</td>
</tr>
<tr>
<td>Total Existing Parking Spaces (60th – 72nd)</td>
<td>227</td>
</tr>
<tr>
<td>Percent of Spaces Repurposed</td>
<td>20%</td>
</tr>
</tbody>
</table>
Parking Regulations

E 60th Street to E 72nd Street

- **Parking Reductions**
  - Mixing Zones (5) and Pedestrian Islands (13) impact parking lane

- **Parking Enhancements**
  - Elimination of Peak Period No Standing Restrictions & Street Cleaning add capacity

- **Net Parking Impact Minimal**
  - Only 2% reduction in overall daytime space hours
First Avenue: Existing Conditions
E 72^{nd} Street to E 80^{th} Street

- Buffered bike lane
- Curbside parking lanes
- Four travel lanes
- Curbside bus lane
- Peak Hour Vehicle Volume at 72^{nd} Street:
  - AM Peak: 2,298 (9:30a - 10:30a)
  - PM Peak: 2,644 (5:45p-6:45p)

*Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11
First Avenue: Typical Design  
E 72nd Street to E 80th Street

- No reduction of travel lanes
- Four travel lanes
- Curbside bus lane
First Avenue: Existing Conditions
E 80th Street to E 96th Street

• Buffered bicycle lanes
• Three travel lanes

• Peak Hour Vehicle Volume at 86th Street:
  • AM Peak: 1,689 (7:30a - 8:30a)
  • PM Peak: 1,879 (5:45p-6:45p)

• Curbside parking lanes
• Offset bus lane

*Average of three consecutive weekdays (Monday-Thursday) taken the week of 4/4/11
Protected Bicycle Path

First Avenue: Typical Design
E 80th Street to E 96th Street

- No reduction of travel lanes
- Three travel lanes
- Offset bus lane

<table>
<thead>
<tr>
<th>Parking Spaces Repurposed for (72nd St to 96th St)</th>
<th># of Parking Spaces Equivalents</th>
</tr>
</thead>
<tbody>
<tr>
<td>(13) Turn Lanes/Mixing Zones</td>
<td>76</td>
</tr>
<tr>
<td>(32) Pedestrian Islands</td>
<td>17</td>
</tr>
<tr>
<td>Total Spaces Repurposed</td>
<td>90</td>
</tr>
<tr>
<td>Total Existing Parking Spaces (80th - 96th)</td>
<td>473</td>
</tr>
<tr>
<td>Percent of Spaces Repurposed</td>
<td>19%</td>
</tr>
</tbody>
</table>
Similar Roadway Configuration

First Avenue at E. 6th Street
nyc.gov/dot

Thank You